



## Influence of a single asperity on stresses during lubricated sliding contact on DLC-coated system

Geoffrey Pagnoux, Siegfried Fouvry, Michaël Peigney, Benoit Delattre, Guillaume Mermat-Rollet

### ► To cite this version:

Geoffrey Pagnoux, Siegfried Fouvry, Michaël Peigney, Benoit Delattre, Guillaume Mermat-Rollet. Influence of a single asperity on stresses during lubricated sliding contact on DLC-coated system. 40th Leeds-Lyon Symposium on Tribology, Sep 2013, Lyon, France. 2 p. hal-00879057

**HAL Id: hal-00879057**

**<https://hal-enpc.archives-ouvertes.fr/hal-00879057>**

Submitted on 31 Oct 2013

**HAL** is a multi-disciplinary open access archive for the deposit and dissemination of scientific research documents, whether they are published or not. The documents may come from teaching and research institutions in France or abroad, or from public or private research centers.

L'archive ouverte pluridisciplinaire **HAL**, est destinée au dépôt et à la diffusion de documents scientifiques de niveau recherche, publiés ou non, émanant des établissements d'enseignement et de recherche français ou étrangers, des laboratoires publics ou privés.

# Influence of a single asperity on stresses during lubricated sliding contact on DLC-coated system

G. Pagnoux<sup>1,2,3</sup>, S. Fouvry<sup>1</sup>, M. Peigney<sup>2</sup>, B. Delattre<sup>3</sup>, G. Mermaz-Rollet<sup>3</sup>

1. LTDS, 36 Avenue Guy de Collongue, 69131 Ecully, France;

2. Univ. Paris-Est, Lab. Navier (Ecole des Ponts ParisTech, IFSTTAR, CNRS), F-77455 Marne-la-Vallée, France;

3. PSA Peugeot Citroën, Route de Gisy, 78140 Vélizy, France, geoffrey.pagnoux@mps.com

## 1. Introduction

Extreme low wear rates of Diamond-Like Carbon (DLC) coatings are one the properties that makes them particularly interesting for numerous applications, like automotive ones. This property is often observed during characterisation tests under basic sollicitations like fretting, sliding, rolling-sliding, etc... However, tests on cam-tappet systems show the coating lifetime can be highly reduced under specific coupled conditions, such as the presence of an asperity breaking through the lubrication film into the contact area. Experimentally observed, its influence on surface and subsurface stresses has to be quantified to eventually obtain a predictive model of the coating lifetime. The purpose of this study is to develop a simplified numerical model consistent with elasto-hydrodynamic lubrication (EHD) approximations to estimate the stress perturbation due to such an asperity.

## 2. Coupled wear mechanisms

Contact kinematics of the cam-tappet system is a complex combinaison of impact loading, rolling-sliding and sliding contact under lubricated conditions, resulting in different sollicitations on the tappet surface. Observations on worn coated surfaces revealed six characteristic facies and highlighted four wear mechanisms. The worst one, relative to coating delamination, was systematically found to initiate around circular scratch networks. It is then assumed that those two wear mechanisms are strongly coupled. Circular scratch networks may be created either by asperity existing on the initial cam surface, or by hard particules (coming from a highly contaminated lubricant) incrustated into the cam surface.

## 3. Single asperity contact

Regardless its source, it is necessary to assess the

damage caused by such a defect on the coating lifetime. It has been shown that, under pure rolling conditions, DLC coatings are more sensitive to hard particules trapped into the contact than uncoated surfaces [1]. The numerical model on which the study is based on is however limited to 2D plain strain with no lubrication and no sliding.

Under sliding conditions, observations suggest the damage is similar to the one caused by scratch tests. The induced damage mechanism was highlighted by Holmberg [2], using both experimental and numerical results and focusing on local stress fields and first crack location.

Based on ongoing research and following the work of Hannes [3], a simplified 3D numerical model consistent with EHD lubrication approximations will be developed, using joint elements with defined compression and shear behavior to model the lubricant. It can estimate the load carried by an asperity as well as the induced perturbation on surface and subsurface stress. As a simplified model, it can be run quickly on multiples configurations. Analytical functions can then be fitted upon specific variables in order to be used as input datas in a more general iterative process.

## 6. References

- [1] F. He et al., "Wear properties of DLC-coated steel rollers running with highly contaminated lubrication", *Tribology International*, 43(5-6), 2010, 990-996.
- [2] K. Holmberg et al., "Tribological analysis of fracture conditions in thin surface coatings by 3D FEM modelling and stress simulations", *Tribology International*, 38(11-12), 2006, 1035-1049.
- [3] D. Hannes et al., "Rolling contact fatigue crack path prediction by the asperity point load mechanism", *Engineering Fracture Mechanics*, 78(17), 2011, 2848-2869.